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The Hongkong Telegraph

(ESTABLISHED 1881.)

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February 13, 1917. Temperature 6 a.m. 53 2 p.m. 60
Humidity 82 49

February 13, 1917. Temperature 6 a.m. 56 2 p.m. 63
Humidity 80 66

WEATHER FORECAST
OVERCAST.
Barometer—30.29

7585 日二廿月一

TUESDAY, FEBRUARY 13, 1917.

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\$36 PER ANNUM.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

THE NEW FRIGHTFULNESS.

Cold-Blooded Savagery of the Huns.

London, February 12.
Nine sinkings were reported yesterday, even British and two Norwegian. The narratives of the survivors agree as to the cold-blooded savagery of the pirates.
One of the most terrible tales of suffering is told by a member of the crew of the Vedamore, a native of the Philippines. He was picked up seventy miles west of the Irish Coast alone and naked, and frozen stiff in the bottom of a boat. He says that after the Vedamore was sunk he swam for five hours in an icy sea. He reached a water-logged lifeboat, in which he drifted in a bitter gale. He baled out water till he lost consciousness, and was awakened by the attacks of flocks of seabirds. He found himself frozen. He spent nineteen hours like that, praying for death to end his sufferings.
The Belfast steamer Ballach was shelled without warning. An engineer was killed as he was coming up on deck. The crew spent nine hours in a boat after the sinking before they were rescued.
A telegram from Stockholm says that the Swedish steamer Edda was shelled without warning, the firing continuing though the captain hove to. The pirates systematically pillaged the ship, preventing the crew from taking their belongings, and threatening them with revolvers. The Edda was sunk by bombs, and the crew were turned adrift in a boat, the pirates shouting "Go to Hell!"

The Sinking of a Relief Ship.

London, February 12.
Reuter's correspondent at Paris says the Chief Engineer, the sole survivor of the torpedoed Danish steamer Lurakru, carrying maize for the relief of Belgians, has arrived. He says he was sleeping at the time of the explosion. The ship sank in three minutes, and there was no time for the boats to clear the ship. "My boat was overturned, the men clinging to it in the bitter cold. There was a heavy swell and the men dropped off singly. The Third Engineer was the last to go. He had held out six hours, and then went mad. It was then six o'clock in the morning. I held on till two in the afternoon, when a German submarine came up and rescued me. I was on the submarine for two hours and was then placed in a lifeboat containing the crew of another torpedoed steamer. The commander of the submarine promised to tow the lifeboat ashore, but left her adrift. Eventually we were rescued by a French torpedo destroyer."

What Germany Hopes.

London, February 12.
The Berlin correspondent of the Associated Press has reached Copenhagen. He believes that war with America is unavoidable. Germany, he says, has instructed commanders of submarines not to sink neutrals, especially American vessels, without warning whenever possible, but cases must arise where an American vessel is sunk or there are Americans on board neutral ships involved in a catastrophe. Germany does not intend to depart from her submarine policy lately proclaimed. German experts believe that if they can sink a million of British tonnage per month, besides deterring three millions of neutral tonnage, they will force Britain to consider peace. This will have to be achieved by two-thirds of the submarines, one-third always voyaging backwards and forwards or being under repair.

GERMANY AND AMERICA.

The Peace Discussions.

London, February 12.
A telegram from Washington says that Mr. Bryan is credited with the authorship of the message to the *Koenigsberg Zeitung* mentioned on the 6th. instant, after conferring with Count Bernstorff. Germany's reported suggestion of discussions to prevent war is regarded as an attempt to mobilise American pacifism and to gain time.

Mr. Gerard's Return.

London, February 12.
A telegram from Madrid says that accommodation is being prepared for Mr. Gerard in Barcelona, where he will embark for New York.

THE SUBMARINE "BLOCKADE."

No Effect on Corn Imports.

London, February 12.
In view of the so-called submarine blockade, the Board of Trade figures of the imports of foreign and colonial corn into the United Kingdom for the past week are particularly interesting:—namely, wheat 2,766,200 cwt. and maize 1,069,300 cwt., as compared with 1,111,800 and 495,800 cwt. respectively for the same week last year.

Brazil's Protest.

London, February 12.
Brazil, in replying to the German submarine Note, has declined to accept the blockade as effective and regular. She therefore protests and declares that she will hold Germany responsible if Brazil's interests are affected.

AERIAL ACTIVITY IN ALBANIA.

London, February 12.
According to Reuter's correspondent at Rome, three enemy aeroplanes attempted a raid on Valona. Two were felled in an air fight and the crews were captured.

THE V.60'S RETURN.

London, February 12.
Reuter's correspondent at Amsterdam quotes a Berlin official message to the effect that the V.60, from Ynailden, has arrived at a German base.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

THE WESTERN FRONT.

Germans Keep Back News of Reverse.

London, February 12.
Reuter's correspondent at Amsterdam says that the British capture of Grandcourt is still mentioned in the German communiques, but the papers are beginning to break the news.
The *Lokal Anzeiger* describes the evacuation of Grandcourt as a masterly retirement.

A German Version.

London, February 12.
A German official wireless message says:—We repulsed English attacks to the east of Armentieres, and southward of the La Bassée Canal.

We repulsed six night attacks between Serre and the Ancre. Our assailants, wearing snow shirts, sustained heavy losses in a hand-to-hand fight.

We evacuated a trench south-east of Serre before an English attack.

French Successes.

London, February 12.
A French communique records minor successes, including two *coups de main* in the Argonne sector, and Hill 304 respectively, in which prisoners were taken.

An enemy aeroplane was brought down. French air squadrons bombed railway stations at St. Enay, Dan-sur-Meuse and Athies.

The Kaiser's Latest.

London, February 12.
It is reported that the Kaiser, in an Order, said:—"My armies have crossed all the rivers they have met up till now, and I now ask them to cross the Yser."

Effects of British Bombardment.

London, February 12.
Reuter's correspondent at Headquarters says:—The effects of the incessant British bombardment are indicated in the captured report of a Company Commander of the 31st German Infantry to Battalion Headquarters, dated February 4. The report says:—"Our trenches are blotted out and our dug-outs cannot be used. Shall after shell bursts right on top of them. British airmen, flying very low, direct the fire. Our Artillery fired very little. The German airmen only appeared in the evening and failed to disturb the British. The latter appear to be using a new type of gun, the shell from which bursts like a mine. The area of destruction is large."

Importance of the British Advance.

London, February 12.
According to Reuter's correspondent at Paris, the newspapers are paying great attention to the British advance, characterising it as of real importance. They suggest that the British should definitely ascertain whether the German retirement is wholly forced, or represents some new tactical device.

THE ITALIAN FRONT.

Violent Hand-to-Hand Fighting.

London, February 12.
An Italian wireless official message states:—We reached Tavis station and repulsed an enemy attack in the Vodel zone after violent hand-to-hand fighting. The survivors were captured. We re-established our lines to the east of G. rizia and completely repulsed the enemy, inflicting serious losses and taking a hundred prisoners.

A HERO POSTHUMOUSLY HONOURED.

London, February 12.
The Press Bureau announces that the Victoria Cross has been awarded to Sergeant Thomas Mothershead, of the Flying Corps. He was attacked at an altitude of 9,000 feet, the tank of his machine being pierced and his aeroplane enveloped in flames. Though suffering extreme torture from burns, he showed conspicuous bravery, presence of mind and skill in selecting a landing-place, and brought back his machine to the lines, his wonderful endurance and fortitude saving the observer's life. Sergeant Mothershead subsequently succumbed to his injuries.

FIGHTING ON THE RUSSIAN FRONT.

London, February 12.
A Russian wireless official message says:—The enemy, under cover of a snowstorm, attacked to the north of Kiselina and penetrated trenches, but was driven out.
The enemy, who crossed the ice on the Dniester, pressed back our field posts. We counter-attacked, regaining our former positions.

London, February 12.
A German official wireless message says:—We advanced at Daena and Kiselina.

THE PRICE OF THE "TIMES."

London, February 12.
The *Times* has increased its price to suppress, and has decided to revive the old-fashioned system of circulation, namely one copy to several houses. If this is done, it is said, the paper will be sold at a price of one penny per copy, instead of the present price of two pence per copy.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

COST OF THE WAR.

New British Votes of Credit.

London, February 12.
In the House of Commons, in introducing Votes of Credit totalling £550,000,000 to cover war expenditure to May 31, Mr. Bonar Law said the total Votes of Credit during the current financial year would be £1,950,000,000. The expenditure on the Army and Navy and on munitions had increased by a million daily, compared with the first sixty-three days of the financial year, owing to increased expenditure on munitions and food.

Continuing, Mr. Bonar Law said the demands of the Dominions had recently been much less than the average for the year, and the Dominions were still able to finance themselves very largely. The increase in munitions was as continuous as ever. The smallest increase in any kind of shell, compared with the first year of the war, was twenty-eight times—(Cheers).

Mr. Bonar Law said he estimated that advances to the Allies and the Dominions to March 31 would total £890,000,000. He was most confident of the future. He did not know whether the new War Loan would be a success, but the applications would certainly be more numerous, and he believed the amount applied for would be greater than ever before.

Referring to Salonica, Mr. Bonar Law stated that the Anglo-French Commanders believed that in the event of a German-Belgar offensive, the danger from an attack in the rear was nothing like what it was a few weeks ago, thanks to the measures decided at the Rome Conference. The latter was most fruitful—as an instance, it arranged for supplies being sent to Salonica, and also that large quantities of coal for Italy should be sent overland, thus saving shipping and avoiding submarines.

NEW YEAR HONOURS.

London, February 14.
The new Government's New Year Honours are published. They include one Canadian Peer; numerous Colonial distinctions; seven Baronets, including two prominent munitions officers; and twenty-eight Knights, including nine civilians connected with defence and munitions.

Sir Charles Wakefield has been made a Baronet.

[In the event of telegrams arriving too late for insertion on this page they will be found on an Extra.]

EARLIER TELEGRAMS.

THE SHACKLETON EXPEDITION.

Some Terrible Experiences.

London, February 11.
Sir Ernest Shackleton, in the "Daily Chronicle" gives accounts of the terrible experiences of the Ross Sea party of his expedition who were absent from the Aurora laying food depots when the latter broke off from her moorings at Cape Evans in May, 1915. Sir Ernest Shackleton rescued five of the party on January 10 while three, including the leader, Captain Mackintosh, and the Padre, had in the meantime succumbed from privations. Traces of the remains were sought without success. The Ross Sea party's early trials were very severe. There were furious blizzards with a temperature of thirty below zero. All except four of the dogs died on the trail. The party again arrived at Cape Evans a fortnight after the Aurora had broken away. They found plenty of food, but there was a shortage of clothing. Members of the party made clothing from materials the Scott expedition had left, while the others worked scientifically and hunted seal and subsequently stocked the distant depots. The party started southwards on January 16 and left the Padre, who had contracted scurvy, in a tent. They proceeded to lay the last depot, and found two sledges, the sole trace of Scott's expedition.

On returning, they picked up the Padre who was lashed to a sledge in a sleeping bag. Scurvy generally appeared. Most rapid travelling was made, but the strain, combined with bad condition, shortened the marches. Fortunately they took extra food from one depot, for when eleven miles from the next and within thirty miles of where Scott perished an awful blizzard lasting a fortnight set in. Camp was broken when it had lasted six days, because the men were weakening and provisions were practically exhausted. It took three hours to dig out the sledges and the party again started for the next depot in a blinding drift.

"It was a fight against death, calling forth the qualities of self denial, endurance and comradeship worthy of the highest traditions of the Polar service." Captain Mackintosh, and another fell on the tracks, and one was left to tend to them while the others struggled on to the depot, which was gained, and a return was made with food to the trio, the blizzard continuing. They were found sick and helpless.

The party started again for the north with three lashed on the over-burdened sledges. Captain Mackintosh, realising the situation, unselfishly decided to stay behind and give the others a chance. He occupied a tent with a supply of provisions and the remainder pushed on. The Padre died. Reinvigorating food was procured, and Captain Mackintosh was rescued after ten days. The party made safe the depot after carrying out the specified object, despite the abnormal difficulties. Captain Mackintosh and his companion were recovered, but were overtaken by a sudden blizzard when crossing the sea ice at Cape Evans and subsequent indications showed that they were drowned.

V.60 AGAIN READY.

Ynailden, February 12.
The V.60 called this evening assisted by a German tug and reported by Dutch warships out of territorial waters. She steamed to the south.

(Continued on page 8)

GERMAN SHIPS IN THE PHILIPPINES.

How They Have Been Damaged.

With the exception of the Weigand, says the *Manila Bulletin*, the smallest German steamer to seek refuge in the Philippines when war was declared in 1914, all of the interned steamers at Cebu and Zamboanga have been rendered useless until extensive repairs have been made, according to telegrams received by Mr. Stanley, Collector of the Bureau of Customs, telling of the seizure of the vessels by the insular authorities.

In Zamboanga the Dorval, Borneo and Maradu were seized, but all were found to have their machinery put out of commission. In Cebu the Princess Alice was found with her main steam valve missing and with other vital parts of her machinery missing, while the Teintac was found with her whole internal mechanism put out of commission by the officers and crews who foresaw the dire results of a break with the United States. The Weigand, which was also lying interned at Cebu, was the only ship seized in which the machinery was in good condition, and this is attributed to the fact that she is so small that she would be of practically no use in foreign trade.

The damage on these vessels, it is stated, is no greater than that wrought upon the boats in Manila bay, and navy experts say that so incompletely was the work of destruction carried on by the German crews that every ship can be put into commission within a few weeks, if developments are such as to warrant the government in taking the step. If not, the loss occasioned by the action of the crews will have to be borne by the owners of the vessels themselves, who will find that their trouble has all been for nothing.

According to statements made by the officers of the ships in the bay, the first word to come to them of the impending crisis was received in code cables from Hoboken, New Jersey, which advised them to dismantle and destroy the working parts of their vessels immediately. The message referred to reached here on February 1, say the officers, but the actual work of destruction was postponed in practically every instance until Saturday, February 3, when the first cables reached the local press telling of the impending rupture of relations.

All of the German ships in the islands are now under government control, and surveys are being made immediately to determine the present worth of the ships and the extent to which they have been damaged. To this end the navy has assigned experts who are already at work on board the vessels here, and it is expected that their report will be ready within the course of three or four days. The search of the ships is also proceeding, and although it was stated on Monday that reliable information had been received to the effect that explosives had been stored at points in the holds convenient for the destruction of the ships on short notice, the investigations thus far have failed to unearth any such materials.

DON'T FORGET.

TODAY.

Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinema—9.15 p.m.

TOMORROW.

Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinema—9.15 p.m.

Saturday, February 17.
Hongkong Theatre—9.15 p.m.

Sunday, February 18.
Hongkong Theatre—9.15 p.m.

Monday, February 19.
Hongkong Theatre—9.15 p.m.

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Hongkong, 16th August, 1916.

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in European schools and universities in
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Chinese to European students, and is
a first-rate conversationalist in Chinese.
He has also a good knowledge of
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Those who intend learning the Chinese
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GENERAL NEWS.

Interesting Engagement.
The engagement is announced
between Captain Harold E.
R. W. B. Black Watch, attached
Royal Flying Corps, eldest son of
Mr. H. E. Reynolds, of Kobe, and
Georgiana Catherine, eldest
daughter of Mr. and Mrs. John
Liddell, of Shanghai.

Suppression of Opium Cultivation.
Chengtu, February 3.—The
magistrate at Taihsien has arrested
a number of farmers guilty of
growing opium, including one
who was raising poppies in
flower-pots. All of them have
been punished and several have
had their farms confiscated as a
warning to others. Wang Chi-
hsiang, the Inspecting Commis-
sioner, left last evening for Suifu,
it is supposed to inspect the
troops there.

Chinese Domestic Loan.
Peking, Feb. 5.—The Cabinet
has approved the issue of a 8 per
cent. Domestic Loan for \$50,-
000,000 and a Bill for that pur-
pose will be submitted to Parlia-
ment. The Loan is for reorgan-
ization purposes and in view of
the financial stringency from
which the Government is suffer-
ing the majority of the members
of Parliament will probably sup-
port it, but the Ministry of Fi-
nance will be asked to define clearly
the use to which the money will
be put.

Rose from the Ranks.
Captain Albert William
Staughton, R.M.L.I., whose death
is officially announced, joined the
Royal Marines in December, 1896.
At the outbreak of war he was
quarter-master-sergeant-instruc-
tor of musketry to the Plymouth
Division, and on volunteering for
active service was attached to the
Royal Naval Division, with which
he served at Antwerp and in Gal-
lipoli. He was granted a
lieutenant's commission in
May, 1915, for his services,
being promoted captain about
three months ago. He was serving
with the B. N. D. last November
when he was severely wounded
and he died of his wounds on Dec.
26, aged 38. Captain Staughton
took part in the defence of the
Legations at Peking during the
Boxer Rising, 1900, when he was
wounded.

Discovery of a Stone Tortoise.
A large portion of the site of
the old yamen of the Shanghai
Magistrate was sold, some time
ago, to the Shinghai Building
Company. The work of de-
molishing the old buildings pre-
paratory to the erection of a block
of modern houses has started.
The workmen, in excavating the
ground inside the front gates of
the yamen, discovered a huge
stone tortoise at a depth of six or
seven feet. It is about seven
feet long and over 10 feet in cir-
cumference. It is a piece of work
of undoubted antiquity, but it is
a pity that the inanimate tortoise
wants a head, which must have
been broken off some considerable
time ago, judging by the fact that
in spite of diligent searches hav-
ing been made by the workmen,
they have failed to find the mis-
sing head so far. Some antiquar-
ians have expressed their opinion
that this "thing" must be the
handwork of a period before the
Ming Dynasty.

A Problem in Patriotism.
A curious incident has hap-
pened in connection with a recent
performance of Berlioz's "Faust"
in Paris, which is not without its
moral for ourselves. When it
was announced, the veteran Saint-
Saens—to whose name he all
honour—wrote a vigorous plea for
the elimination from the score,
both now and always, of the
Hungarian March, on patriotic
grounds. In the discussion which
naturally ensued, it was respect-
fully pointed out that the great
composer, in pleading for one act
of patriotism, was really advocat-
ing something quite unpatriotic
—the mutilation of a great
French masterpiece. It was said
that even if Saint-Saens himself
were to write something to fill
the gap, which would be the best
solution—the objection would
still hold. Then, so far as the
latest reports show, the matter
rests.—*Daily News.*

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The Hongkong Telegraph.

HONGKONG, TUESDAY, FEBRUARY 13, 1917.

JAPAN AND THE FUTURE.

A frank though well-considered article from the *Morning Post's* Tokyo correspondent, which we reprint to-day in another column, should not only provide the people at home with the wherewithal for a deal of close thinking, but it should also be read attentively by many in the Far East who are somewhat slow to grasp the relationship, present and future, between Japan and certain other countries. To our Northern ally the war has brought but trifling expenditure—and an enormous wealth. It has also brought her a lot of vicarious experience in up-to-date warfare which she is not likely to be backward in using, some day or other. But Japan knows that the present struggle in Europe is not going to last forever, and that a new period is dawning which will not be quite so profitable: one in which old ships will not fetch fancy prices and in which munitions on a large scale will no longer be required; and the question which she is busy asking herself is: Can we maintain our financial prosperity?

It is a question which, three years ago, she had all too little hope of being obliged to ask, for it then seemed impossible that she could wax rich in anything less than a very long term of years and after many bitter struggles with her trade rivals. But the gods saw otherwise, and so to-day Japan has an abundant sum of money either for the paying off of old debts or for profitable investment. Three years ago it was a different question altogether that she was asking herself. Then it was: Where shall we find room for expansion, and what shall we do with our overflow population? In her own mind she has probably settled this point now, and so has leisure to devote herself to the other. Most of our readers will be of opinion that if the Japanese cannot attain to trade supremacy out here, they can at least preserve a powerful grip on the China market for an indefinite time. For them to succeed in establishing paying relations with Russia, the French and British Colonies, the Dutch and the Americans is less easy. They are a polite and an amiable people, but many of their manufacturers have a habit of delivering goods that are "not up to sample". It is a weakness on which many of the Chinese might look leniently, but one which would repel European buyers. China, in her haste to become westernized, must make a small amount of money go as far as possible, and, knowing this, she has no objection to buying an inferior suit of clothes, hat, boots and shirt for the sum that would be exhausted in the purchase of a really good class pair of boots. In this way Japan still has an excellent chance to squeeze out the various European traders, so far as China is concerned—save when it comes to a matter of special manufactures, where only "the best" will satisfy.

Of course it is permissible to ask: If Japan finds herself with a free hand in China, will she not be content with what lies before her there, and cease to entertain ambitions in the direction of (let us say) a full and free right of entry into the United States? Will she cease to think that e.g. the Hawaiian Islands, the Philippines or Dutch India would improve by simple trade with her, or even under her administration? Will she feel that she has nothing further to gain by expansion northwards and westwards from Dairen? Japan's present and future are matters that concern not merely China but all foreign Powers holding territory in this part of the world, and the time may come when at least two of those Powers may have occasion to question their wisdom in favouring her above China as they have done in the past. It is true that Japan has been the industrious apprentice: the good boy who has sedulously applied himself to work while poor, naughty, lazy China has just backed in the ban and dreamed opium dreams and allowed the world to go past her. But if she is really prepared to wake up out of sleep, it is most certainly the duty of the European Powers to help her as they have helped Japan, and to see that her possible progress is not strangled at the outset by the gloomy consciousness that it is idle for her to try to move forward when Japan's hand is so uncomfortably near her collar.

Hongkong Capital and China.

Mr. Dowley's letter on the above subject, which we published yesterday, is one which calls for the serious consideration of Hongkong people. By a coincidence we had already in type a leading article on the mining question when our correspondent's letter reached us, and in it we endeavoured to show that, until the Chinese Government can absolutely guarantee protection for the plant and the workmen provided by foreigners or by Hongkong Chinese, it can hardly be hoped that investors will grow very enthusiastic on the subject. And even apart from brigandage, sabotage, an occasional revolution and so forth, the purchaser of land is confronted with the difficulty of not always being able to hold his new property in face of other claimants. China has a playful little habit of selling land twice over, as various Hongkong financiers know to their cost. The Chinese Companies Ordinance, such as it is, is a very moveable feast indeed, and can be (and is) made to operate in favour of the man who pays the highest equester. Mr. Dowley does not want to see outside enterprises established in South China. Neither do we; nor need they be if China will but play the game and will exert herself to keep her mining rights out of the hands of undesirables.

America and the War.

After a good deal of trumpet flourish and scabbard-rattling on the part of President Wilson, America, in her relation to the war, seems to be pretty much where she was a fortnight ago; nay, if anything, to have gone a little farther back. The submarine campaign is being pursued with as much vigour as though Dr. Wilson had not sent any message to the German Government telling it to stop; various American subjects have been either imperilled or killed; three hundred Germans are about to create further trouble in Mexico in order to annoy America—and America replies to all this by promising that, if war should break out, German property will not be interfered with, and by gathering the clause of the peace maniacs together. All told, it can hardly be said that the President occupies a very dignified position in the matter. Why did he ever talk of coming into the war? For the very reason, we should imagine, that inspired him to pretend to the people of the United States that he was going to war with Mexico. Will he never learn that even Germany cannot be bluffed quite all the time? Or is he still to flout the will of his own countrymen?

The Man-Power Question.

Since the formation of the Man-Power Commission in Hongkong, several points have arisen concerning which enlightenment is being sought. One of these was brought to our notice to-day by a civil servant, who says there is considerable confusion in the minds of Government employees as to whether or not they are expected to submit their names to the commission in the event of their desiring to offer themselves for the front. We have no direct information on the point, but as the Government has already been doing a measure of "combing out," and as the Commission is largely composed of business men, we should imagine that civil servants have no need to lay their cases before the new body. The Government ought to know who can and who cannot be spared from its service, and no doubt an enquiry addressed by any particular employee to the head of his Department would remove any doubt that at present exists. Or the Government might do worse than issue a general circular to civil servants on the matter.

The Tsun Cabinet.

A certain important personage has stated that the Tsun Cabinet may be maintained until the new constitution is enacted but at the time Parliament will require the government to send in a bill asking the Parliament to confirm the appointment of the Premier again in accordance with the stipulations of the New Constitution.—*Shanghai Mercury.*

DAY-BY-DAY.

BEWARE OF THE MAN WHO DOES NOT LIKE CHILLER, RAIN, DOGS, MUSIC AND LAUGHTER.

The Dollar.

The opening rate of the dollar on demand to-day was 2s. 4.8/10d.

To-morrow's Anniversary.

To-morrow is the 16th anniversary of the passing of sentence by Prince Tuan on the ringleaders in the Boxer trouble.

Helena May Institute.

The last lecture on "Brickin" will be delivered at the Helena May Institute on Friday next, the 16th inst., at 10.15 a.m.

Money-lending Case.

In the case which we reported yesterday of a Portuguese engineer on board the s.s. Haitan being sued in the Summary Court for \$60 by an Indian money-lender, the defendant was the fourth engineer of the ship.

Forthcoming Wedding.

The marriage is announced to take place on March 1, at St. John's Cathedral, of Captain Cyril Champkin, H.K.V.R., and Miss Constance Gwendolen Wilson, who is at present on her way out from home.

No Festival.

Seven Chinese were each fined \$3 before Mr. J. R. Wood, at the Police Court this morning, on a charge of firing crackers. In reply to his Worship, Inspector O'Sullivan said so far as he knew there was no festival. His Worship told defendants that they should have had obtained a permit.

Hidden Opium.

"I was out of work and a friend said he would give me a dollar if I would take the opium to Hongkong and I consented," said a Chinese before Mr. J. R. Wood, when charged with having 28 tins of opium in his possession. Detective Sergeant Clark said he found the man had the stuff tucked down his trousers, on the Canton Wharf. A fine of \$2,000 was imposed.

Returned Bantabee's Offence.

At the Police Court this morning, before Mr. O. D. Melbourne, a Chinese, who, it was stated, had been banished on one occasion for five years, and whose term had expired, was charged with picking the pocket of a man outside the Sun Company's premises, and stealing a watch. Defendant admitted his guilt, and his Worship sent him to prison for six months.

Wedding Gift.

There was an interesting ceremony at the conclusion of the parade of the Artillery Section of the Volunteers last evening, when Mr. V. Sorby, who has been a member of the Section for many years, was made the recipient of a present on the occasion of his approaching wedding. On behalf of the Section, Mr. Sorby was presented with a handsome Victrola gramophone, the best of wishes accompanying the present.

Merely Inquisitive.

"I think the man was merely inquisitive, and nothing else. I do not think he intended to steal the things," said Mr. J. R. Wood, at the Police Court this morning, in the case in which a Chinese youth was charged on remand with attempting the theft of certain parts of a motor cycle, which defendant, at the last hearing, said he did not intend to steal from the owner (Mr. Buck) but just wished to see how they worked. His Worship said he was satisfied that defendant did break the parts, and he should make what compensation he could. He would be discharged.

Sanitary Board Coolie's Theft.

A Sanitary Board coolie was charged before Mr. O. D. Melbourne, at the Police Court this morning, with stealing a knife from a house which was undergoing disinfection. Inspector Taylor, of the Police Reserve, said that he was with the gang of coolies and whilst in the house saw defendant pick up the knife from the table. As soon as defendant saw he was watched, he put the knife into his pocket. Witness asked him if the knife was his, and he replied that it was, but later, when in the presence of the complainant, who also claimed the knife, he said that it was not his and that he picked it up off the table. His Worship inflicted a fine of \$10.

A BIG MOTOR SHIP.

New Features in Bolinder Engines.

With the advent of large motor ships, which, it is predicted, will in time supersede the steamship, a description for the first large mercantile motor ship to be built in America, and particularly her engines will be read with interest. In addition to being the first large mercantile motor ship built in the States, the ship—the Bramell Point—is equipped with unique machinery which is more powerful than any other motor boat. She is also the first large motor to have triple screws. The ship was built by the Baltimore Dry Dock and Shipbuilding Co., and will be used by the Vacuum Oil Co., for carrying oil between America and Europe. The machinery and living quarters are located aft, and the hull has been divided into twelve tanks.

In describing the ship more fully, the Motor Ship and Motor Boat says:—

She has been built to Lloyd's 100 A class, and the hull is on the Isherwood system of longitudinal framing. Her length is 306 ft. overall, 293 ft. b.p., with 47 ft. beam, 28 ft. moulded depth, and 22 ft. 8 in. loaded draught. Her gross registered tonnage is 3,500, and she has a displacement loaded of 7,250 tons. The deadweight capacity is 5,500 tons, but her actual cargo capacity is 5,000 tons, the water, fuel, stores and crew representing 500 tons of d.w. The machinery undoubtedly forms the most interesting part of the ship. Generally speaking, the engines are similar in design and appearance to the 320 h.p. and other Bolinder marine engines, and have the usual enclosed crank chamber, but several important differences are to be found. Three engines are installed, each rated at 500 b.h.p. when turning at 160 r.p.m. and having four cylinders. This means 125 b.h.p. per cylinder, which considerably exceeds the power so far developed in engines of this type.

For the benefit of those not familiar with the surface-ignition or hot-bulb system, we may mention that air is compressed in the crank-case by the under side of the piston on the downstroke, and passes through ports, then along a passage to the combustion chamber, where the piston on its upstroke compresses this low pressure air to about 115 lbs. per sq. in.

The upper part of the combustion chamber being heated, this compressed air becomes very hot, the action of compressing also creating heat. Thus, when the fuel is pumped into the combustion chamber against the above-mentioned compression in the form of a cloudy spray, an explosive mixture is immediately formed, and combustion automatically occurs without the use of any electrical-ignition device. For starting purposes the "hot bulb," as it is termed, is heated by a blow-lamp; but, once the engine is running, the heat retained from the explosion in the uncooled combustion chamber is sufficient in connection with the compression, to fire the next charge. Incidentally, it may be mentioned that the clear atmospheric air that comes from the crank chamber under low pressure is used for driving out the remnants of the exhaust gases from the previous combustion.

Here it is that a change has been made in the design. With Bolinder models of the E type the fuel is injected by the fuel pump on to the interior surface of the hot bulb, the nozzle being mounted on the side and pointed upwards. Whereas in the "Bramell Point" motors, and in all other engines of Bolinder's new model, the nozzle of the injector is mounted in the centre of the cylinder head, and points down direct towards the piston. Because of this, the passage leading from the hot bulb to the cylinder has been re-designed, and now there is one vertical opening instead of two diagonal orifices.

The engines are directly reversible on the system used with all Bolinder engines. A slight alteration between the engine and propeller shaft, which

ALLEGED ASSAULT.

A New Year Mix-up.

This morning at the Magistrate's court was called for hearing in which a Portuguese named F. O. Bothelo is charged with assaulting Alfred William Ramsey in Nathan Road, Kowloon. When the case was last called, defendant did not put in an appearance, and a warrant was issued for his arrest. Mr. D'Almada, who is appearing for complainant, was present to-day and said defendant had been in hospital.

Defendant, asked by his Worship, if he pleaded guilty, said he did not. He admitted he was fighting, but it was a fair fight. Inspector Gordon said the defendant entered the charge room yesterday at the Water Police Station, and surrendered. Defendant told him that he had only been discharged from hospital yesterday, and that he had not received the summons.

Some mistake had been made over the date of the assault, and a good deal of misunderstanding arose. Mr. D'Almada saying the assault took place on Chinese New Year's day, January 23.

Defendant persisted that he went into hospital on January 9, and remained there about a month.

His Worship:—How is it you were fighting in Nathan Road then, when you say you were in hospital?

Defendant:—I was in hospital about a month.

His Worship:—How could you be when you were fighting on Chinese New Year's Day?

Defendant:—I was not fighting on that day. It was the English New Year's Eve, and I went into hospital afterwards.

Mr. D'Almada admitted that he had made a mistake, saying he had mixed up the two New Year Days. If the defendant was prepared to offer an apology, he thought complainant would accept it.

The case was adjourned, his Worship fixing a day for hearing.

gives a free engine for reversing and starting. At the after-end of the engine are mounted one fuel pump for each cylinder and one reversing pump for two of the cylinders, or six pumps all told, and these pumps are operated in pairs by means of two crescent-shaped rockers (one rocker per pair of cylinders), each end of one of the rockers actuating two pumps. The two auxiliary pumps at one end of this rocker are provided for reversing, and are only brought into action for brief periods when the reversing of the engine is desired. The rocking motion for the crescent rocker is produced by means of an eccentric on the engine shaft.

The pump strikers attached to the rocker have a reciprocating motion, being loosely mounted, and held down to a stepped saddle by means of a light spring, so that if the engine turns too fast the inertia of the strikers overcomes the pressure of the springs and the strikers jump at the steps and miss the fuel pumps. Thus no fuel is injected for that stroke, and constantly the speed instantly decreases. The governing device of this spring also is attached to the clutch, so that the engine cannot possibly race when the clutch is suddenly thrown out of engagement, because the governing action is instantaneous. Half a revolution at increased speed is sufficient to cause the strikers to jump clear of the step. This "hit-and-miss" device is very simple in action and construction, but the stroke of the fuel pumps being only about three-sixteenths of an inch, the operation is very sensitive.

To control the engine speed for any definite period, such as when driving the ship at half-speed, the position of the rocker arms is altered by means of a hand lever, which has the effect of drawing the strikers further away from the pump, thus shortening the stroke. By shortening the stroke of the pump, the quantity of fuel injected is smaller.

[Messrs. V. G. Humphreys and Co., the sole local agents for the Bolinder engines.]

TO-DAY'S MISCELLANY.

Among those who have combined banking with literature, says the *Daily Chronicle*, is Mr. Kenneth Grahame, who was secretary of the Bank of England. Thomas Bailey Aldrich, the poet and novelist, was also for some time in a bank. One should not forget, too, Lord Avebury. Amongst lesser known literary men connected with banking one may mention Bernard Barton, the Quaker friend of Charles Lamb, and W. B. Rhodes, the dramatist who was chief teller of the Bank of England. William Allingham, the poet, George Grote, the historian, Jean Ingelow, the poetess, and Cardinal Newman were children of bankers; Browning's father was in the Bank of England.

It is curious how much disparagement and disapproval can be expressed through the manipulation of Christian names, remarks the *Observer*. We know the papers which mark their sense of Mr. Lloyd George's policy by calling him "Mr. George"; and now one of the weeklies speaks of "Mr. B. Law." One recalls a malicious article in *Blackwood*, which bore the title, "Mr. George Shaw," the idea being apparently that so contemptible a creature had no right to a middle name.

It is curious to find that another of our Christmas customs comes from abroad, observes the *Manchester Guardian*. The Christmas tree we know was introduced from Germany by Prince Albert. Our old friend the Christmas cracker is also convicted of alien origin. It was first brought into England in the year 1840 by a Swiss-Italian of the name of Spargnapane. This romantic gentleman had formerly been confectioner to the Courts of Russia and Poland, where he had seen Cossack officers give presents to their ladies containing mottoes and love verses wrapped in brightly-coloured paper. Mr. Spargnapane's first Christmas crackers (which he appropriately called "co-aques") quickly "caught on," and have now become almost symbolical of the season. The extent of the trade may be gauged from the fact that in one London factory a thousand girls have been engaged during the past twelve months in making crackers for this Christmas.

By promotion to the rank of Field-Marshal, says the *Chronicle*, Sir Douglas Haig joins a select company of seven on the Active List. It is headed in point of seniority by the Duke of Connaught, who was gazetted in June, 1902, while the Emperor of Russia, appointed just a year ago, brings up the rear. The others are Sir Evelyn Wood, Lord Grenfell, Lord Methuen, Lord Nicholson, and Viscount French. In popular phraseology the rank of General is very loosely applied, but as a matter of fact only 23 officers, including the newly appointed Sir H. S. Rawlinson, can claim that distinction. And among them are the veteran Prince Christian and his youthful Majesty of Spain. Lieut.-Generals and Major Generals are, of course, very numerous.

In the nineties, writes a correspondent in a Home paper, the *Pall Mall Gazette*, under the editorship of Mr. H. Cant, was one of the literary joys of that period. It may sometimes have been erratic, but it was never dull; it stood for style and personality in journalism, and it secured both. One recalls the brilliant series of articles by women, which included some of Mrs. Meynell's most notable prose, and Mr. H. G. Wells's "Select Conversations with an Uncle." In those days Mr. Wells was still fighting the uphill battle. Then there was the art criticism of H. A. M. Stevenson, whose writing, as not a brilliant as his life, was immensely powerful and effective. And the "Oce. Vane" of those days was, as often as not, real poetry and seldom fell below a high level of accomplishment. Many of the "Oce. Vane" articles were by the late Mr. H. G. Wells, who was then a young man, and his writing was of a high quality.

COMPANY MEETING.

The Hongkong, Canton and Macao Steamboat Co., Ltd.

(VERBATIM)

The ordinary annual meeting of shareholders of the Hongkong, Canton and Macao Steamboat Company, Limited, was held at the office of the Company to-day. The Hon. Mr. P. H. Helyar presided, and those also present were:—The Hon. Mr. C. E. Anton, Messrs R. Shewan, H. W. Looker, S. H. Doiwell, Sir R. Ho Tung (Directors), with Messrs. O. Hughes, M. S. Northcote, C. E. Warren, G. C. Moxon, A. Shelton Hooper, P. Tester, (shareholders), and W. E. Clarke (Secretary).

The Chairman:—As it is past the hour for which this meeting has been called, and as there is a quorum present, I will ask the Secretary to read the notice convening the meeting.

The Secretary having read the notice, The Chairman said:—The annual report and statement of accounts, with auditors' report attached, having been in your hands for the usual period, I will, with your permission, take them as read.

The result of the year's working under review will, I hope, be considered satisfactory by the shareholders, and I trust that the appropriations recommended will meet with your approval.

You will be pleased to know that all cases of litigation pending with the Sze Yap Steamship Co. in connection with collisions were settled amicably in the early part of the year, without any financial loss to your Company.

Our trade and passenger traffic returns were very poor in the beginning of the year, but about April, owing to the political troubles at Canton, our earnings from passenger traffic began to improve until August, when there was a slight set-back due to the cholera scare. This improvement affected all lines operated by your Company and was due to the general unrest throughout the Province of Kwangtung. Freight receipts during this period of unrest naturally declined, and, for the whole year, Canton exports, as in the two previous years, showed a big decrease compared with pre-war years. During the same periods, however, we obtained an increased share of native exports, owing to the cessation of jett traffic.

In June last, your Directors profitably disposed of the wooden steamer Hui Sang, as she had reached that age and condition requiring large outlay in repairs and renewals.

On the 7th November last, the s.s. Sai An, after having completed repairs and general overhaul, departed for Macao to resume her usual run on the Macao-Canton Line, when, early on the following morning, a fire was discovered on board which spread with great rapidity and completely destroyed the superstructure. Fortunately, the Macao Government Fire Brigade was able to render such valuable aid as to save the vessel from total destruction. For this service the thanks and appreciation of this Company have been conveyed to the proper quarter. The underwriters promptly settled their claim on a lump-sum basis, which enabled your Directors to enter into a contract for the reconstruction of this vessel's superstructure on more modern lines, the extra cost of which (estimated at about \$50,000) will have to be considered in this year's working, and the completion of this work may be expected about the end of April.

All the vessels have been put through their annual surveys and general overhauls, including special repairs and renewals to the steamer Hienam. All are now in good working order for the current year.

Turning to the balance sheet, you will notice loans on mortgage have been reduced by \$95,000, as your Board did not deem it good policy to continue holding such mortgages any longer.

This amount, together with other surplus funds, has been invested in first-class local securities, also \$5,000 in British Government 5 per cent. Exchequer Bonds, and \$27,500 (out of \$50,000 now fully paid) in Hongkong

Government 6 per cent. War Loan. This latter amount your Board decided to invest to meet the liability of the Company's Sinking Fund, which amounted to \$44,981.87 at the close of the year, and is included in sundry creditors.

The depreciation in shares in public companies is accounted for by the rise in exchange and, in consequence, large disposals on the local market by Home investors. Certainly the fall in values is not due to paucity of earnings on the part of the Companies we have investments in, and, therefore, I am inclined to think it is only a temporary drop. However, depreciation and appreciation work automatically by means of our Fluctuation Account and therefore do not affect the Profit and Loss Account, which has fluctuated between \$32,000 and \$132,000 during the last ten years and will continue to do so with the rise and fall in share values.

The amount paid for repairs to steamers, lighters and wharves is above the average of former years and is due to increased charges. The cost of special repairs to the steamer Hienam had to be debited to Profit and Loss Account on account of the funds for the purpose being insufficient.

The bonus recommended for the foreign staff generally is part of a promise made by your Board, when, about the middle of the year, they had to consider the question of increased emoluments to the floating staff. I feel sure the shareholders will sanction this bonus when they remember the extra work and risks taken during the troublous times in the neighbouring provinces.

I am pleased to say that there has been a considerable reduction in the loss caused by the exchange of subsidiary coins during the last three months of the year. The figures, \$72,870.19, must, however, still be considered a heavy tax on our working.

The tremendous increases in the cost of nearly all supplies, and more especially coal, have compelled your Board to take a conservative view with regard to the dividend, and I am sure this policy of caution will not fail to commend itself to you. Shareholders will readily recognise the soundness of conserving our resources when you consider the fact that, unlike coastwise and ocean shipping, tonnage in the river trade is far in excess of ordinary requirements.

In reviewing the figures for the past ten years, it will be seen that during that period, in spite of strenuous competition and a fair share of serious "visitations" in the nature of typhoons, pestilence, floods, famine and ever-recurring political disturbances, we have written down the value of steamers and properties over \$410,000, added to Insurance and Depreciation Fund \$20,000, carried to Special Repairs Fund \$150,000, invested over \$850,000 in new tonnage and \$180,000 in new wharves, and distributed in dividends over a million and half dollars.

I do not think there is anything else in the balance sheet that requires special mention, but should any shareholder desire to ask any further questions, I will answer to the best of my ability, after the adoption of the report and statement of accounts has been proposed and seconded. I now beg to propose that the Directors' report and statement of accounts for the year ended 31st December, 1916, be, and the same are, hereby adopted.

Mr. Owen Hughes:—Gentlemen, I have very much pleasure in seconding that the report of the directors and the accounts, as presented, be adopted. There is very little for me to say, I think, in addition to the very interesting report which has just been read by our Chairman. It is indeed a very interesting record of the Company. The results, I think, shareholders will consider as eminently satisfactory, in view of the great unrest in this part of the country during the past year, especially the cutting off, to such a large extent, of the export trade. No doubt there are some who might have expected larger dividends, but I feel sure that shareholders will most cordially endorse and agree with the very wise conservative policy adopted by the directors. It is very gratifying indeed to find that you have

CHEATING COMPRADORE.

Scales Deliberately Falsified.

A particularly deliberate attempt to cheat the public was brought to light before Mr. C. D. Melbourne, at the Police Court this morning, when a compradore, who, it was stated, has premises in Arsenal Street, and who does a big business with Europeans, was charged with having in his shop faulty scales.

Inspector Terrett said the man had a pair of European scales in the shop, of the register type, and it was plain that the workings at the back had been deliberately re-adjusted so that, say, half a pound would only register seven ounces. The shop was largely patronised by Europeans and was situated in Arsenal Street, where the other shopkeepers generally visited the Police Station periodically to have their scales tested. This man had never done so.

A fine of \$10 was imposed.

Volunteer Reserve Order.

Order No. 10, issued to-day by Major Wakeman, Commanding H.K.V.R., states:—Musketry: The following members will attend at King's Park Range on Friday the 16th inst., at 2 p.m. (Dress: drill order):—Sgt. A. Charlton, Ptes. W. L. Leask, K. W. Bean, F. A. Coleman, T. Oliphant and P. H. Rolfe.

invested surplus funds in the Home and Hongkong Government stocks and War Loans. This is not only a sound, but also a patriotic, act to do. With regard to the bonus to be paid to the floating staff, I am sure that I am voicing the feelings of the shareholders when we express to them our thanks. I do not think the floating staff at any time have had a more strenuous time than during the past year. Thousands of passengers have been carried up and down this river, and, I believe, without any accident or disaster of any kind. That reflects great credit upon them, and I think the Company is to be congratulated on having such an efficient floating staff. The same, I am sure, may be said for the office staff. There have been very critical times to go through, and I am sure the shareholders greatly appreciate their services. I do not think there is anything else that I can profitably say, and I will just formally second the proposal that the report and accounts as presented be passed.

The Chairman:—Gentlemen, The meeting is now open for discussion, or any questions you may wish to put before the Board. There being no questions, I now beg to put the motion that the report and accounts as presented be passed, which has been proposed by myself and seconded by Mr. Owen Hughes. Those in favour kindly show in the usual manner. On the contrary? Carried unanimously.

Mr. Shelton Hooper:—I beg to propose the re-election of Sir Robert Ho Tung and Mr. S. H. Doiwell as directors for the ensuing year.

Mr. Northcote:—I have much pleasure in seconding. The Chairman:—The motion to re-elect as directors Sir Robert Ho Tung and Mr. Doiwell has been proposed by Mr. Shelton Hooper and seconded by Mr. M. S. Northcote. Those in favour kindly show in the usual manner. On the contrary? Carried unanimously. I now beg to propose the re-election of Messrs. Bernard Brown and A. R. Lowe, as auditors for the ensuing year, at a remuneration of \$400 each.

Mr. Moxon:—I beg to second. The Chairman:—It has been proposed by myself and seconded by Mr. Moxon that Messrs. Bernard Brown and A. R. Lowe be re-elected auditors for the ensuing year at a remuneration of \$400 each. Those in favour of this resolution kindly show. On the contrary? Carried unanimously. That is all the business, gentlemen; dividend warrants are now ready and may be had on application, in the office outside. I thank you for your attendance.

DAIRY FARM NEWS.

JUST RECEIVED

FINEST QUALITY, RIPE AMERICAN APPLES.

PACKED BY THE BEST CROWERS.

SPLENDID FLAVOUR.

TO-DAY'S ADVERTISEMENTS.

J. T. SHAW

TEL. 692

FOR THE RACES

NOW SHOWING

EXCLUSIVE NOVELTIES

in

Neckwear, Shirts, Ties.
Socks, Hats, Gloves.
Walking Sticks, Etc., Etc.

INSPECTION INVITED.

HONGKONG HOTEL BUILDINGS.

TO-DAY'S ADVERTISEMENTS.

WANTED.

WANTED.—Position as Ship's Cook. Apply Box 1257 "Hongkong Telegraph."

KONINKLYKE PAKET-VAART MAATSCHAPPY.

NOTICE TO CONSIGNEES.

From SINGAPORE.

THE Steamship

"s JACOB"

having arrived from the above port, Consignees of cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the Wharves delivery may be obtained. Goods not cleared by 18th February, 1917, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined by Messrs. Goddard and Douglas on the 17th February, 1917, at 10 a.m.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

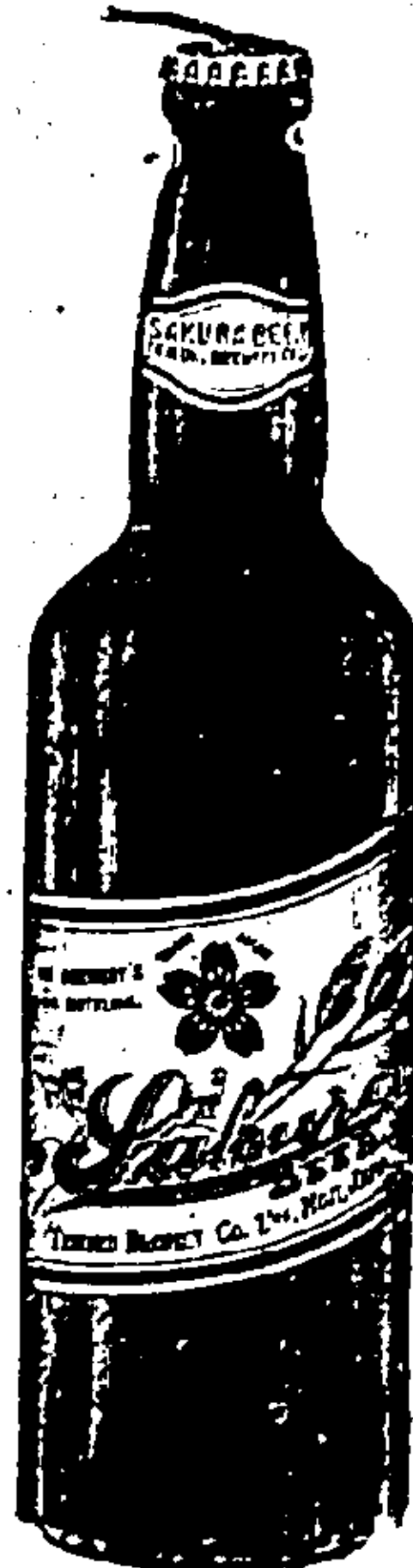
Bills of Lading will be countersigned by
JAVA-CHINA-JAPAN LINE, Agents.
Hongkong, 12th February, 1917.

WALTER FORD & CO.

The interest and responsibility of William Walter Edwards in the firm of Walter Ford & Co., Commission Agents, 8, Queen's Road Central, ceased on the 31st day of August, 1916, on which date he by mutual consent of all the partners ceased to be a partner.

(Sd.) WILLIAM WALTER EDWARDS
Dated 14th day of February, 1917.

SAKURA BEER



SOLE AGENTS:
SUZUKI & CO.
TEL. 468
ALEXANDRA BUILDING.

TO-DAY'S ADVERTISEMENTS.

THE CHINA PROVIDENT LOAN & MORTGAGE CO., LIMITED.

THE TWENTY-ETH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Offices of the Company, 81, George's Buildings, No. 8, Connaught Road, on FRIDAY, the 23rd February, 1917, at 11.30 a.m. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1916, and electing a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 19th February, 1917, until FRIDAY, the 23rd February, 1917, both days inclusive.

SHEWAN TOMES & CO. General Managers.
Hongkong, 12th February, 1917.

All Shapes.

Summit COLLARS

Quarter Sizes.



Fine Quality
Long Wearing
Perfect Fitting



IN EVERY WAY SATISFACTORY.

Obtainable only at

MACKINTOSH

& CO. LTD.

Men's Wear Specialists,

18, DES VŒUX ROAD.

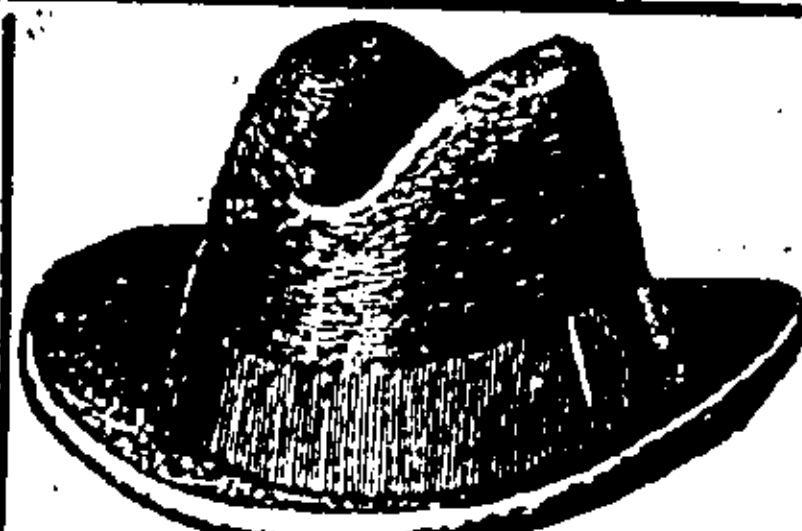
TELEPHONE NO. 29.

COLUMBIA RECORDS.

- 550 { The Ragtime Operas. Part 1. Col. Revue Coy.
- 595 { Longshore Man Bill. Part 1. Alf. Lester & Coy.
- 588 { Popular Songs. Vocal Gems. Part 1. Col. Revue Coy.
- 585 { "Tina" Selection. Part 1. London Theatre, Orch.
- 555 { Sister Susie Marrying Tommy Atkins. Norworth. Give me a Tinkle on the Telephone.

THE ANDERSON MUSIC CO., LTD.
6, DES VŒUX ROAD. TEL. 1322.

Powell Ltd
TELEPHONE 346



SMART HATS
FOR THE
RACES.

NEGLIGES
IN ALL THE NEWEST
MATERIALS & SHAPES.

MADE BY
GLYN & CO.

44, OLD BOND ST.
LONDON, W.

SINGLE & DOUBLE
TERAIS AND
STRAW HATS
IN THE
LATEST STYLES.

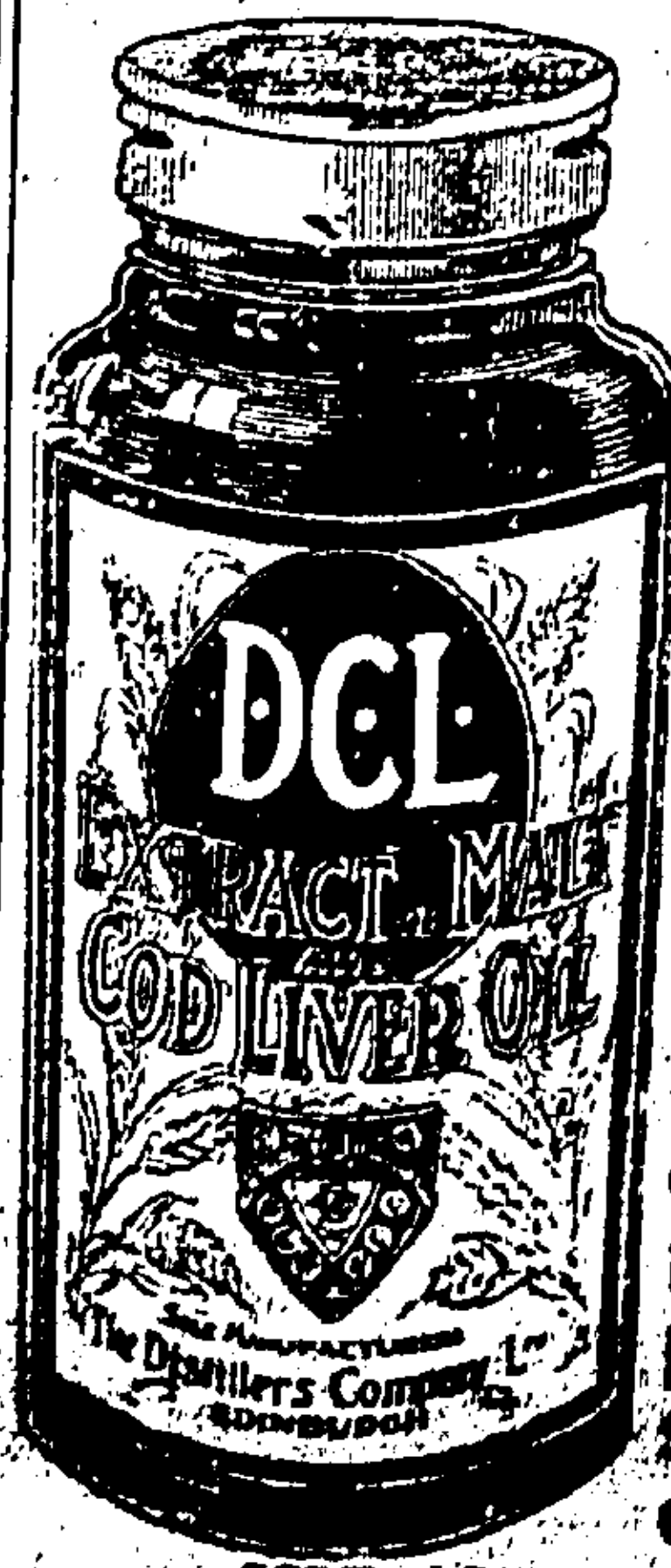


D. C. L.

Malt Extract
with

Cod Liver Oil.

The Distillers Coy., the largest firm of Distillers in the World, has at its disposal a supply of the best and choicest barley procurable, which is malted on their own premises by the most scientific methods of manufacture.



SOLE AGENTS:—

CANDE, PRICE & CO. LTD.

TEL. NO. 135.

8, Queen's Road.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For	Steamers	To Sail On	Remarks
LONDON & Bombay via Singapore, Penang, Colombo, Port Said and Marseilles.....			Connecting at Colombo with Australian Mail Steamer.
SHANGHAI, Moji and Kobe.....			Direct Service
SHANGHAI, Moji, Kobe and Yokohama.....			Direct Service.
LONDON via Singapore, Penang, Colombo, Bombay, Port Said and Marseilles.....			Direct Service.

WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, Dates of Sailings etc. apply to:

P. & O. S. N. Co.'s office,
Hongkong, Jan. 2, 1917.

E. V. D. Parr,
Superintendent.



QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver
In connection with the Canadian Pacific Railway.

Hong Kong to Vancouver 17 days.

EMPRESS OF RUSSIA and EMPRESS OF ASIA

30,625 tons Displacement, Quadruple Screws, Speed 21 Knots.

Largest and most luxurious ships on the Pacific.

SAILINGS FROM HONG KONG (subject to change)	SAILINGS FROM HONGKONG
EMPRESS OF ASIA 15 Feb.	Monteagle 14 Apr.
EMPRESS OF RUSSIA 15 Mar.	EMPRESS OF RUSSIA 9 May.
Empress of Japan 28 Mar.	Empress of Japan 23 May.
EMPRESS OF ASIA 12 Apr.	EMPRESS OF ASIA 6 June.

Calling at Shanghai, Nagasaki (Inland Sea), Kobe and Yokohama.
Monteagle calls Moji instead of Nagasaki.

Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Ry. to all Overland Points in Canada and the United States, also to Pacific Coast Ports, European ports and West Indies.

For further information as to rates of Freight and Passage, Sailing Lists, etc. please apply to

P. D. BUTHLAND,
General Agent, Passenger Department,
Hong Kong.

J. M. WALLACE,
General Agent,
Hong Kong.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

SHANGHAI and JAPAN PORTS.

EASTWARD.

WESTWARD.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, Jan. 2, 1917.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS
TO
UNITED KINGDOM AND CONTINENT.

For particulars of sailings shippers are requested to approach the undersigned.
Steamers proceed via Cape of Good Hope.
Subject to change without notice.

THE BANK LINE, LTD.,
General Agents,

or to REISS & Co. Canton
Hongkong, 2 Jan., 1917

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

are dispatched Eastward and Westward at regular intervals for Passengers and Cargo at current Rates.

Passengers apply to

JARDINE, MATHESON & CO., LD.

SHIPPING

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—
Subject to Alteration

Destination.	Steamers.	Sailing Date
LONDON via Singapore, Malacca, Penang, Colombo, Delagoa Bay, Cape Town, Madeira.....		
VICTORIA, B.C. and SEATTLE via Shanghai, Moji, Kobe, Nagoya & Yokohama	Yokohama Maru	WED., 14th Feb., at noon.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane.....	Capt. Terada T. 12,530	TUES., 6th Mar., at noon.
CUTTA via S'pore, P'ang & Rangoon.	Tamba Maru	
BOMBAY via S'pore, Malacca & C'bo.		
SHANGHAI and Kobe	Tenshin Maru	SATURDAY, 17th Feb.
SHANGHAI, Kobe and Yokohama	Capt. Shirai T. 8,000	MON., 12th Feb., at 11 a.m.
NAGASAKI, Kobe and Yokohama	Miyazaki Maru	THURS., 22nd Feb., at 11 a.m.
EASTBOUND NEW YORK LINE VIA PANAMA CANAL (CARGO ONLY).	Capt. Teranaka T. 16,000	
NEW YORK via Manila, San Francisco, Panama and Colon.....	Kita Maru	
	Capt. F. E. Cope T. 16,000	

Wireless Telegraphy.
Telephone Nos. 292 & 293.

NIPPON YUSEN KAISHA.
B. MORI, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leave Hongkong
Korea Maru	18,000 - 18 knots	13th Feb. at noon.
Siberia Maru	18,000 - 18 knots	26th Feb.
Tenyo Maru	22,000 - 21 knots	6th Mar.
Nippon Maru	11,000 - 15 knots	24th Mar.
Shinyo Maru	22,000 - 21 knots	2nd Apr.
Persia Maru	9,000 - 14 knots	16th Apr.

1st class to London G\$348 (271.10.0), return G\$696. (2122).
to San Francisco G\$250, return G\$437.50.

*Cargo only. *Proceeding to South America Ports.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal

Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, SAN FRANCISCO, HONOLULU, ILOILO, LOS ANGELOS.

Steamer Tons & Speed Leave Hongkong

For Full Particulars as to Passage & Freight, apply to

T. DAICO, Agent.

KING'S BUILDINGS.

Telephone No. 291.

JAVA PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN.

Monthly Service between
MANILA, HONGKONG AND SAN FRANCISCO
Next sailings for SAN FRANCISCO via NAGASAKI.
Subject to change without Notice.

S.S. Tjisondari 17th Feb. S.S. Tjikembang 13th Apr.

Blintang 18th Mar. Arakan 14th May.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

The steamers have accommodation for a limited number of

saloon passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points

in the United States of America and Canada.

For particulars of Freight and Passage, apply to—

JAVA-CHINA-JAPAN LIJN.

Hongkong, York Buildings.

Managing Agents.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAILING FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.

APRIL 11, JUNE 23, 1917.

AN UNSURPASSED HIGH CLASS PASSENGER

SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent,

Prince's Buildings, Ice House Street. Tel. 1934.



THE ROYAL MAIL STEAM PACKET COMPANY.

Owners of The "SHIRE"
Line of Steamers.

FOR SAILINGS TO AND FROM THE UNITED

KINGDOM AND INTERMEDIATE PORTS.

Please apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 115.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail
TSINGTAO, WEIHAIWEI, CHEFOO & DALNY.....	Shansi	14th Feb. at d'light.
PAKHOI & HAIPHONG.....	Sungkiang	14th Feb. at 10 a.m.
MANILA, CEBU & ILOILO	Chinhua	14th Feb. at noon.
SHANGHAI.....	Sinkiang	15th Feb. at 4 p.m.
SHANGHAI.....	Anhui	18th Feb. at d'light.
MANILA, CEBU & ILOILO	Taming	21st Feb. at noon.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "ANSUI"

"MANILA LINE"—Twin Screw Steamers

and "....." Excellent saloon accommodation; electric

fans fitted; extra staterooms on deck aft on "....."

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

S.S. "....." and "....." with excellent accommodation, electric

light and fans in Saloon and State-rooms, maintain a regular

schedule service between Canton, Hongkong and Shanghai, leaving

Hongkong for Shanghai direct every Tuesday, Thursday and

Sunday, taking cargo on through Bills of Lading to all Yangtze and

Northern China Ports. Passengers are landed in Shanghai, avoid-

ing the inconvenience of transhipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Agents.

Telephone No. 56.

Hongkong Feb. 13, 1917.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

CHINA and JAPAN.

Steamer	From	Expected at or about	Will leave on or about	To
Tijmanoeck		14th Feb.	20th Feb.	SHANGHAI
Tijlajap		20th Feb.	26th Feb.	KOBE

"All steamers fitted with Wireless Telegraphy."

"The steamers are all fitted throughout with electric light and

have accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon. Cargo taken at

through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Building.

Telephone No. 1574.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA.

(SUBJECT TO ALTERATION WITHOUT NOTICE.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
----------	---------------------------------	-------------------------------

The above Steamers are fitted with Refrigerating Machinery, en-

suring a plentiful supply of Ice, Fresh Provisions, etc., and are

lighted throughout with Electricity. All State-Rooms have Electric

Fans. A duly qualified Doctor and Stewardess are carried.

All Steamers Fitted with Wireless Telegraphy.

For further particulars, apply to

Gibb, Livingston & Co.

Arrivals and Departures from the Company's Wharf (near

Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having

good accommodation for first Class Passengers, Electric Light and

Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Mailan ... A. E. Hodgins ... TUES., 13th Feb. at 11 a.m.

Haiching ... W. C. Passmore ... THURS., 15th Feb. at 11 a.m.

Arrivals and Departures from the Company's Wharf (near

Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

INDO-CHINA STEAM

NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—Subject to Alteration.)

For	Steamship	On
-----	-----------	----

SHANGHAI..... Kwongsang Fri., 16th Feb. at d'light.

MANILA..... Yuensang Sat., 17th Feb. at 3 p.m.

SHANGHAI..... Wongsang Sun., 18th Feb. at d'light.

SANDAKAN..... Hingsang Wed., 21st Feb. at noon.

MANILA..... Loongsang Sat., 24th Feb. at 3 p.m.

CALCUTTA LINE—Three sailings per month from Hongkong to Calcutta calling at Singapore and

Penang.

Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with Electric Light and

carry a fully qualified surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes

calling at Swatow. Steamers on this line have a limited amount of passenger accommo-

dation, and the high class is reserved for cargo and Yangtze Ports via Shanghai.

Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accom-

modation, sailings from both ports every Saturday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Yokohama

and Swatow.

BORNEO LINE—Two sailings per month between Hongkong and Sandakan by steamers having up-to-

date accommodation for passengers.

Cargo taken on through Bills of Lading for Kuantan, Jesselton, Labuan, Tawau and Lahad Datt.

TIENSHIN LINE—A regular service is run from March to October between Hongkong and Tientsin,

calling at Waltham and d'Obispo.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlements

must be required to produce on arrival at destination passport

with their photographs and description of their persons.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 115.

SHIPPING NEWS.

Chinkiang Shipping.

At Chinkiang the total number and tonnage of vessels which entered and cleared during the quarter ended in September was 1,563 vessels of 1,836,837 tons which when compared to the same quarter the previous year, showed an increase of 129 vessels and 9,207 tons. Of the total 1,030 vessels of 1,756,174 tons were river steamers, an increase of 138 vessels and 39,583 tons and 41 vessels of 50,857 tons were ocean steamers, a decrease of 5 vessels and 13,307 tons. The percentages of the total were 42.3 British, 26.3 Japanese, 24.8 Chinese, 4.5 American, 2.0 Danish; of ocean steamers 66.5 British, 19.1 Japanese, 8.8 Danish, 5.2 Chinese and of river steamers 46.5 British, 29.2 Japanese and 24.3 Chinese.

German Shipping.

Captain Schroeder, in a lecture before the German Institute of Science of Navigation, stated that since the outbreak of war 152 German ships, representing 452,000 registered tons, had been destroyed by mines or torpedoes; 267 ships, with a cargo capacity of 8,700 tons, had been captured by the enemy and turned to his own use; and 621 merchant ships, of 2,341,000 registered tons in all, were lying interned in neutral harbours. In German harbours are 490 steamships, of a total of 2,403,000 registered tons. This means that 7.5 per cent. of German tonnage is irretrievably lost, 13.4 per cent. is in the hands of the enemy, 39.1 per cent. is in neutral harbours and 40 per cent. in Germany.

S.S. "Terpaian Maru."

The Mitsui Bussan Kaisha's s.s. Terpaian Maru, which left Dairen last July fully laden with the first consignment of Bean Oil direct for Seattle, entered Dairen on January 27, via Japanese ports and Vladivostok, on her second visit here. According to the statement of Capt. Tsuji, the trans-Pacific service still continues afloat and has almost been monopolised by Japanese shipping since the outbreak of the War. Several steamers hoisting the "Rising Sun" flag are always seen at anchor at Seattle and other American ports. These Japanese steamers are engaged in the conveyance of munitions from America and Canada to Vladivostok under foreign charter. The Terpaian Maru also carried on board on her last homeward voyage munitions to be discharged at Yokohama and Kobe, hence to be transhipped for Vladivostok. The current trans-Pacific steamer freights on the above goods are fabulously stiff and are now

COMMERCIAL NEWS.

Cotton Culture in Korea.

According to the latest investigations made by the Tokyo Department of Agriculture and Commerce, it will be very difficult for Japanese raw cotton to compete with the imported staple, owing both to climatic handicaps and to defective agricultural practices. Japanese raw cotton, however, has special characteristics of its own, being free from dust and rich in elasticity. In these respects, according to a report in the *Japan Chronicle*, it exceeds all foreign varieties of cotton, and it is very important for farmers to pay greater attention to the development of the domestic species. Cotton planting in Formosa is still in a tentative stage, and it is yet impossible to foretell its future. This branch of agriculture in Korea, however, has achieved a notable development. The total area under cotton in the Peninsula measures 124,000 cho, which is estimated will yield, 38,000,000 kin of ginned cotton, valued at ¥13,800,000. At present about 30 per cent. of the total output is exported to Japan proper.

Profitable Working of Chinese Electricity Co.

The Chinese Electric Lighting Co. was established in 1905 and the work of installing its plant was completed in the following year, says a Shanghai native paper. At first it was handicapped by want of sufficient patronage, whilst its capital of \$150,000 also proved inadequate for its purpose. For several years the Company struggled on pursuing a hand-to-mouth policy. An attempt to raise its capital by \$200,000 was only partially successful, and the Company had to depend to a large extent upon borrowed money for the development of its business. In 1909 and 1911, the financial stress of the company reached such a pitch that a comparatively large loan had to be borrowed from a foreign syndicate to discharge all its obligations and to put it on a sounder basis in every way.

It was clearly stipulated that the lenders should not interfere with the management of the Company. After that, fortune smiled on it, business expanded, and the loan was repaid. At the end of last year, the company's accounts showed a clear profit of \$20,000 after paying working expenses.

Commercial and Produce Market.

London Jan. 3.—The Bank rate remains unchanged at 5 per cent. The Open market rate for short loans is still 5 per cent., and discount for four months' bank bills 5 1/16 per cent. In the Silver market there is little to report, and business has been very restricted. Bars are now quoted at 36 1/2 p. c. The Rubber Market has been very steady on the whole, but business has been quiet. An improvement continues to be shown in the quotations of Japanese 4 1/2 per Cent. in consequence of renewed purchases for the sinking fund. The Indo-Chinese Development Syndicate has been registered with a capital of £20,000 in £1 shares. The object is to seek and secure openings for employment of capital in Indo-China or elsewhere.

The Produce markets have only partially reopened after the holidays, and little business has been transacted. Coffee is quiet. Sugar firm with fair sales at full rates. Peppers are quiet, but firm. Manila Hemp also is firm, but quiet. Rice is quiet, but previous prices are maintained. Plantation Rubber is rather firmer, both Standard No. 1 Crepe and Smoked Sheet being now quoted 3s. 0 1/2 p. per lb. Fine Hard Para is 3s. 3 1/2 p. per lb. Smoked Tin is £182 to £182 5s. for cash, and £183 5s. to £184 for three months.

The Trade of Chefoo.

The Acting British Consul at Chefoo (Mr. G. A. Combe) writes, that as Shanghai and Hongkong are the only ports of final destination on the China coast for ocean-going vessels from the United Kingdom, imports, after being dealt with at either of these places, are distributed to other Chinese ports as required. Thus, the bulk of the cotton goods and other manufactures imported from the United Kingdom are sent to Shanghai and Hongkong.

V.C. HEROES WHO DIED.

Fathers at Buckingham Palace.

The story of an officer's noble self-sacrifice was related to the King at an Investiture held at Buckingham Palace, when his Majesty handed the V.C. to Mr. W. H. Smith, the father of the late Second Lieutenant Alfred Victor Smith, of the East Lancashire Regiment.

It was related to the King how Lieutenant Smith, when in the act of throwing a grenade, accidentally dropped the missile, which fell in the trench near a number of officers and men.

Shouting a warning, Lieutenant Smith jumped out of danger, when he noticed that several officers and men were unable to get clear. Without a moment's hesitation he jumped back into the trench, and threw himself flat on the grenade, which exploded, killing him instantly.

The King also handed the V.C. to Mr. H. T. R. Jones, the father of the late Lieut. Richard Basil Brandram Jones, of the Loyal North Lancashire Regiment. Lieutenant Jones was in charge of a platoon which was holding a crater which had recently been captured from the enemy. Forty yards away the enemy exploded a mine, and isolated the British platoon by a heavy barrage fire.

Attacked in overwhelming numbers, the platoon was in great danger, but organising his men, Lieutenant Jones set a fine example by shooting no less than fifteen of the enemy as they advanced, and counting off his victims as they fell.

When all his ammunition was used he was about to throw a bomb, and was shot through the head.

The platoon continued to resist the enemy attack until they had used all their ammunition, and then resorted to throwing stones and ammunition boxes. When only nine of the platoon was left the men retired.

The King, after handing the decorations to the fathers of the two officers, cordially shook hands with them, and expressed his deep regret that two such gallant men should have lost their lives.

Some 118 decorations were bestowed by the King at the Investiture. These included one C.B. and two O.M.G.s. Twenty-nine officers received the D.S.O. and four the D.S.C. Four bars were awarded to holders of the Military Cross, and seventy Military Crosses were bestowed.

Lieut. Colonel William Carter, of the Essex Regiment, was one of the recipients of the D.S.O., and was also awarded a bar to the Military Cross. Others to receive the bar to the Military Cross were Captain J. Herbert, South Lancashire Regiment, Captain Lionel Seckham, Lancashire Fusiliers, and Captain Bernard Vann, Sherwood Foresters.

A number of Indian officers on leave from the front were present with Colonel Sir James Danlop Smith.

Shanghai. Direct purchases from the United Kingdom mainly consist of cotton thread, and small consignments of cloth for suitings, knitting wool, provisions, stationery, printing materials, hvidresser's requisites, &c. Imports of piece goods and iron from the United Kingdom are on the decrease, owing to the shortage of supplies occasioned by war conditions. As regards cotton piece goods, the decline in some cases, such as sheetings, is due to Chinese and Japanese competition. On the other hand there is a steady increase in imports of cotton thread for lace-making. When the breakwater which is being built at Chefoo is completed, direct steamship communication with the United Kingdom will be established, and local firms hope then to be in a position to import direct. At present there is a demand for the goods mentioned in the first paragraph above, and direct trade can be done in these. The names of British firms at Chefoo who would handle such supplies may be obtained by British manufacturers and exporters, on application to the Department of Commercial Intelligence, 75, Baringhall-street, London, E.C. In making application the reference number (693) should be quoted.

FROM THE PULPIT.

The Leaven and the Lump.

Notes of a sermon by the Rev. J. Kirk Macdonald at Union Church on Sunday morning:—"The Kingdom of heaven is like unto leaven which a woman took and hid in three measures of meal, till it was all leavened." Matt. 13/33.

It is a general law of life which the Kingdom of heaven conforms to as set forth in this simile of the leaven. We look at effects and try to tabulate them, but the real causes are out of sight. Even so far as we are able to trace processes, the tracing is very much just the observation of progressive results of the working of hidden potencies, like the leaven in the meal, whose presence is not detected until the mass has been completely altered, and made into a different thing, fit for new uses.

None can tell when or how the first quickening germ of the spiritual Kingdom found lodgement in his own being. The beginnings of the Divine life within us, like the beginnings of all life, ante-date our consciousness of them. Such is the rule in spiritual biology, and it is not contradicted even by cases of apparently sudden conversion, for a work of grace often goes on secretly in a man's heart long before any change of habit reveals it to others or change of feeling to himself. With regard to Christ's Kingdom at large, the same principle applies. From the outset the world's renewed life has been "hid with Christ in God."

Jesus Himself stole into the world, as it were, through a humble home in a secondary province of a third-rate country. When He began, as we should say, to "work," He did not strive for glory. When He quitted this world He went by the way of shame which brings oblivion. The life which was to turn the world upside down received no record from contemporary historians. For the slender though sufficient record we have of it we are indebted to the tablets of a converted tax-gatherer, the young companion of a fisherman evangelist, the account drawn up for friends by a Greek doctor, and the recollections of an obscure old man at Ephesus. The historians are not to be blamed for this. They could not possibly have known that these significant occurrences in a corner of the vast empire were grouped around the crucial event of human history. If in their chronicle of great events they therefore left out the greatest, they only did what any of us would have done in their places.

Later, in the book of the Acts, we find but a second chronicle from the Greek physician of events of no public importance. Now and again city magistrates found an obscure Jewish artisan hailed before them on what turned out, apparently, to be some trivial question of religious teaching. Occasionally things went so far as to cause a day's disturbance and a cohort would be turned out to clear the streets, but these were not the matters of moment which judges or governors reported to Caesar and his Senate. Yet to-day which would the world choose to part with, Thoutus and his Annals or the Greek doctor and his little chronicle? Which of would have so much as heard of Festus or Agrippa had not these great ones set in judgment upon the Tarsus tent-maker? Who has the slightest interest in Herod save for his having put forth his hand to blight certain of the Church? What is Pontius Pilate to any man to-day but the irresolute judge of Jesus? What are Annas and Caiaphas but the accusers of the despised Nazarene? The cities of Antioch and Ephesus took so more notice of the little Churches there than they would London or New York of some petty club in their back streets to-day. Yet Ephesus and Antioch are of interest to-day for little else than the Churches that once were in them.

I draw these comparisons, not by way of disparagement, but simply as bringing out facts. Things have their places and their prominence, events and persons fulfil their functions in their appointed spheres. We do not disparage this world by recognising that the fashion of it passes away, to be replaced by the order of the Upper Kingdom, working out from the secret and the silence where God is preparing good things, and things that last, for them that love Him. Generally speaking, the things seen are transitory—the big contemporary events, so absorbing in interest, so conspicuous, urgent, vociferous. To recognise them for what they are is not to hold them "common" or "unclean." They make their claim, and it is but a spurious type of spirituality which neglects it. But if we are to preserve our sense of values we must never forget that "the Kingdom of God cometh not with observation." Its progress is not to be gathered from the headlines of newspapers, the reports of travellers, the records of Blue Books.

The report of the Missionary Society, e.g., need not be expected to be reviewed as the "book of the month." It may even have to be pressed upon our acceptance whilst our dollars go for the last printed tidbit which has made a sensation. Yet things may be chronicled there which will one day shake the earth, as will yet appear in the history which needs no revising, the book of remembrance open before the Lord and even opening before men, as the re-writing of our histories brings these documents closer and closer to the truth as to right proportions and relative values. Hidden things do at length become manifest in their perceived results. The little leaven, which no man can see, whose very existence the foolish deny, is the most potent ingredient in the whole mass, and will eventually transform it.

No need to feel aggrieved because the affairs of Christ's Kingdom make so small a figure among the excitements and absorptions of current transactions. If the Press contains fifty columns of war and sport and stock exchange and politics for one of "Church News" that is all as it should and must be. And if the Church news, what there is of it, has also to be the merest surface work—beggars and the like—that is simply because the characteristic, real work of the Kingdom could not be recorded even were it known, which it is not. The influence passing from life to life, the mustard seed of truth dropped from the word of Scripture, the undiscerned answer to prayer, the quickening breath of the silent Comforter—how much of it all, and more like it, is unknown even to those who have experienced them?

After many days the fruits will appear, it may be after generations. The working of the leaven brings us close to the mystery of life, its secret origin, its persistent progress, its irresistible power. What we call "life" is ordinarily only phenomena; manifestation and transaction come between us and the underlying reality, so that we mistake the tangible for the real, the unseen for the negligible. Life itself is deep down, submerged, noiseless. True history—were the writing of it possible—would be the account of what takes place in that innermost realm where spirit meets with spirit and we commune with our own hearts. There it is that the world's work is done. There it is that God influences his fellow. There it is that humanity is defiled and redeemed, and is washed and redeemed, and sprinkled with blood.

Sir Thomas Sutherland Loses Another Son.

Mr. Leslie Macnaght Sutherland, (hon. sec. Military Hospital of Moss-side, Maghull), only surviving son of Sir Thomas and Lady Sutherland, of Buckingham Gate, and Liss, Hanley, met his death by misadventure on the evening of Dec. 22. He was leaving the train at Barkhall, near Liverpool, on the wrong side, owing to the extreme darkness of the evening. Mr. Sutherland was 31 years of age. It may be recalled that Sir Thomas lost his other son in the South African War.

HONGKONG SHARE REPORT.

S.—SELLERS; SA.—SALES;
B.—BUYERS; N.—NOMINAL.

OFFICIAL PRICES.

BANKS.	
Banks	s. \$720
MARINE INSURANCES.	
Cantons	n. \$375
North China	n. t. 150
Unions	n. \$300
Yangtzes	n. ex 75 \$255
FIRE INSURANCES.	
China Fires	n. \$155
H.K. Fires	n. \$367 1/2
SHIPPING.	
Douglases	b. \$114
Steamboats	b. \$204 1/2
Indos (Def.)	sa. \$127
Indos (Pref.)	n. \$114
Shells	n. 106/-
Ferries	b. \$33
REFINERIES.	
Sugars	s. \$120 1/2
Malabons	n. \$39
MINING.	
Kailans	n. 36/-
Langkats	s. \$21
Raubas	n. \$240
Tronohs	n. x. d. 28/-
Urals	n. 32/3
DOCKS, WHARVES, GODOWNS, &c.	
H.K. Wharves	b. \$38
Kowloon Docks	b. \$126
Shai Docks	s. t. 85
LANDS, HOTELS AND BUILDINGS.	
Centrals	n. \$95
H.K. Hotels	s. \$112
Land Invest.	b. \$91
H'phreys Est.	b. x. d. \$6 1/2
K'loon Lands	n. x. d. \$33
Shai Lands	n. t. 86
West Points	s. \$73
COTTON MILLS.	
Ewos	n. t. 145
Kung Yiks	s. t. 124
Kai Cottons	s. t. 115
Yangtzepps	s. t. 64
MISCELLANEOUS.	
Borneos	n. \$800
China Light & P. b.	\$460
Providents	s. \$900
Dairy Farms	n. \$25 1/2
Green Islands	b. \$1140
H.K. Electrics	b. \$43
H.K. Ice Co.	n. \$160
Ropes	n. \$34 1/2
Steel Foundries	n. \$10
Trams, Low Level	n. \$720
Trams, Peak, old n.	\$10
Trams, Peak, new n.	\$1
Laundries	n. \$3
U. Waterboats	b. \$15 1/2
Watsons	b. \$62
Wm. Powells	n. \$5
Morning Posts	n. \$29

Corrected to noon Tuesday February 13, 1917.

BENJAMIN & POTTS,
Share and General Brokers.
Princes Building.
Tel. address: Broker.

EXCHANGE.

SELLING.

T/T	2/4 1/2
Demand	2/4 9/16
30 d/s.	2/4 5/8
60 d/s.	2/4 1/2
4 m/s.	2/4 13/16
T/T Shanghai	Nom.
T/T Singapore	101 1/4
T/T Japan	110 3/4
T/T India	172 Nom.
Demand, India	172 Nom.
T/T San Francisco	56 1/2
co & New York	56 1/2
T/T Java	136 1/2
T/T Manila	Nom.
T/T France	330
Demand, Paris	330 1/2

BUYING.

4 m/s. L/C	2/5 5/16
4 m/s. D/E	2/5 7/16
6 m/s. L/C	2/5 9/16
30 d/s. Sydney & Melbourne	2/5 9/16
30 d/s. San Francisco & New York	57 3/4
4 m/s. Marks	Nom.
4 m/s. France	342
6 m/s. France	347
Demand, Germany	—
Demand, New York	56 1/2
T/T Bombay	—
Demand, Bombay	172 Nom.
T/T Calcutta	—
Demand, Calcutta	172 Nom.
Demand, Manila	113
Demand, Singapore	101 1/4
On Haiphong	24 1/2 prem.
On Saigon	2 1/2 prem.
On Bangkok	64 1/2
Sovereign	835 Nom.
Gold Leaf, per oz.	4770
Bar Silver, per oz.	38 1/16

DISCOUNT PER \$100.

Chinese	20 cts place 7 1/2% dis.
Chinese	10 " 2 1/2% dis.
Hongkong	20 cts place 7 1/2% dis.
Hongkong	10 " 2 1/2% dis.

BANKS.

BANK OF CANTON, LIMITED.
HEAD OFFICE, HONGKONG

FOREIGN EXCHANGE and General Banking Business Transacted.

INTEREST ON FIXED DEPOSITS:

For 3 Months 3% per annum.
For 6 Months 4% per annum.
For 12 Months 4 1/2% per annum

LOOK POON SHAN, Chief Manager.

NOTICE.

NOTICE.

PEAK TRAMWAYS CO. LIMITED.
TIME TABLE.

TIME TABLE.

WEEK DAYS.

7:00 A.M. to 10:00 A.M.	EVERY 15 minutes
10:00 A.M. to 11:00 A.M.	" " "
11:00 A.M. to 12:00 Noon	" " "
12:00 Noon to 2:00 P.M.	" " "
2:00 P.M. to 3:15 P.M.	" " "
3:15 P.M. to 4:45 P.M.	" " "
4:45 P.M. to 6:00 P.M.	" " "
6:00 P.M. to 7:00 P.M.	" " "
7:00 P.M. to 8:00 P.M.	" " "

NIGHT CARS.

8:15 P.M. and 9 P.M. every 15 minutes	
11:00 P.M. every half hour	
12:00 P.M. to 11:45 P.M.	
every quarter of an hour.	

SUNDAYS.

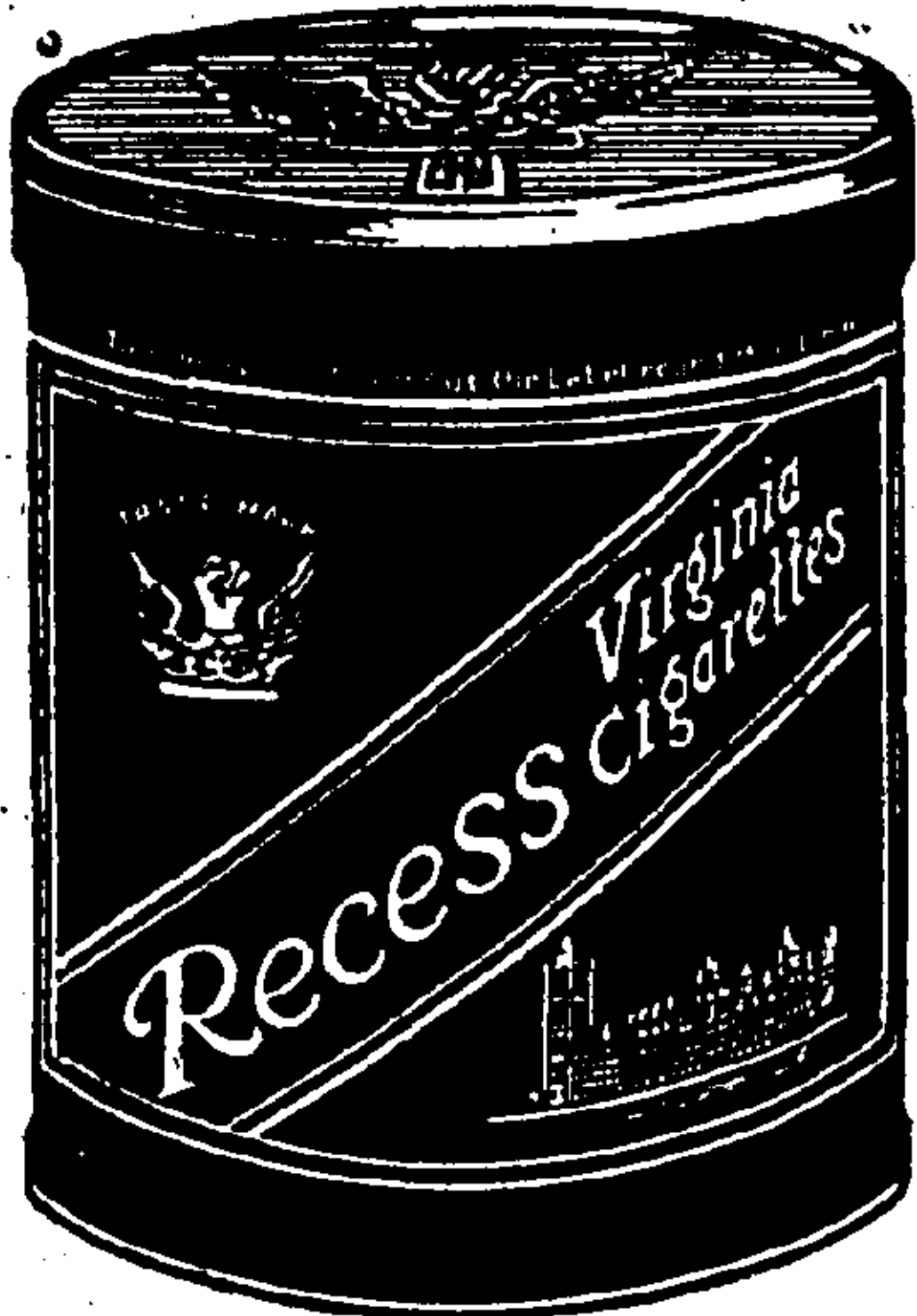
7:30 A.M.	
8:00 A.M. to 10:00 A.M.	EVERY 15 minutes
10:00 A.M. to 11:00 A.M.	" " "
11:00 A.M. to 12:00 Noon	" " "
12:00 Noon to 2:00 P.M.	" " "
2:00 P.M. to 3:15 P.M.	" " "
3:15 P.M. to 4:45 P.M.	" " "
4:45 P.M. to 6:00 P.M.	" " "
6:00 P.M. to 7:00 P.M.	" " "
7:00 P.M. to 8:00 P.M.	" " "

-GIVE CARS at on Week Days.

NOTICES.

"RECESS"

HIGH GRADE VIRGINIA CIGARETTES.



MANUFACTURED BY

WESTMINSTER TOBACCO CO. LD.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on **THURSDAY, the 22nd February, 1917,** commencing at 2.45 p.m. at No. 1, Morrison Hill (Ground Floor), Wanchai.

A Quantity of Valuable Household Furniture comprising:—
Teak hatstand with bevelled mirror, Chesterfield couch and easy chairs, teak desk, overmantel tapestry and muslin curtains, engravings, ornaments, carpets, etc., etc.

Teak extension dining table and dining chairs, teak sideboard and dinner wagon with bevelled mirrors, dinner crockery, etc., etc.

Teak double bedstead, teak wardrobe, teak dressing table, marble top washstand, chest of drawers, toilet crockery, etc., etc.

On view from Wednesday the 21st inst.
Catalogue will be issued.
Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

NOTICES.

ROYAL HONGKONG GOLF CLUB.

THE Hon. Secretary requests members not to resort to the telephone unless indicated, in which case his numbers are:—
Office1803
Residences1077
All inquiries pertaining to Accounts &c. should be addressed to Messrs LOWE, BINGHAM & MATTHEWS.

NOTICE.

NOTICE is hereby given that we have this day authorised Mr. P. M. N. da Silva to sign our firm's name.
WORCESTER & LAMMERT.

PUBLIC AUCTION.

GEO. P. LAMMERT.

AUCTIONEER, SHARE & GENERAL BROKER.

THE Undersigned has received instructions to sell by Public Auction on **THURSDAY, the 15th February, 1917,** commencing at 11 a.m. at his Sales Rooms, Duddell Street.

A Quantity of Valuable Household Furniture comprising:—
Teak extension dining table, teak sideboard, dinner wagon, roll top desk, teak bookcases, writing table, engravings, ornaments, gas fittings, glassware, etc., etc.

Teak wardrobes, single and double brass-mounted iron bedsteads, toilet table, washstand, chests of drawers, Shanghai baths, etc., etc.

Also
1 Grand Piano by Collard and Collard.
Several Typewriters (in good condition).
And
A Quantity of Code Books and Typewriter Ribbons.
On view from Wednesday, the 14th inst.
Catalogue will be issued.
Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

FOR PRESENTS.
ULLMANN & CO.
64, QUEEN'S ROAD, CENTRAL.

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ULLMANN & CO.
64, QUEEN'S ROAD, CENTRAL.

RUBBER SHARE REPORT.

PRICES BY MAIL From SINGAPORE Dated Jan. 19th, 1917.

Sterling Shares.

Nom. Value. Buyers. Sellers.

2½ Shares.

Allagar 2½ 2½

Anglo-Java 4- 4-

Anglo-Malay 10/- 12/-

Bataang Malaka 3½ 3½

Bekah 3½ 3½

Bkt. Mortajam 3½ 3½

Bkt. Sembawang 3½ 3½

Chongswan (F.M.S.) 3½ 3½

Chongswan 17/6 20/-

Cicely 18/- 21/-

Cicely Paul 10/- 12/6

Consolidated 2½ 3½

Heawood 2½ 3½

Kamuning Perak 2½ 3½

Kota Tinggi 2½ 3½

Labu (F.M.S.) 4/- 7/6

Linggi Ord. 18/- 20/-

London A. B. 4/6 5/6

Merlimau 2½ 3½

Padang Jawa 30/- 35/-

Pataing 5/- 6/6

Perak 2½ 3½

Port Dickson 22/6 25/-

Salangor 3/- 3/6

S'pore Para 2½ 2½

S'pore United 4/6 5/6

Str. Settlements (Borram) 4/6 5/6

Sumatra Para 6/9 7/6

Unit. Serdang 11/6 13/-

Unit. Sumatra 6/6 7/6

Unit. Temiang 2/10 3/8

Vallambrosa 15/3 17/9

2½ Shares.

Batu Tiga 60/- 80/-

Bkt. Kajah 130/- 150/0

Castfield 100/- 112/6

Damansara 65/- 75/-

H'lands & L'lands 50/- 55/-

Kuala Lumpur 80/- 95/-

Lanadron 40/- 45/-

Langen (Java) 45/- 50/-

Lembury 50/- 57/6

Lumut 37/6 45/-

Malacca R. P. 80/- 90/-

Ond. 70/- 80/-

7½ Pref. 20/- 23/6

Nordana 20/- 23/6

Permas 42/6 50/-

Pegoh 25/- 30/-

Rombia Ord. 24/- 30/-

Rubber Plant 21/- 23/6

Sapong 25/- 30/-

Seaford 80/- 90/-

Seromban 17/6 20/-

Shelford 20/- 23/6

Sialang 20/- 23/6

S'gei Way 75/- 85/-

Tobrau (Johora) 60/- 70/-

Unit. Sun Betong 50/- 60/-

Dollar Shares.

5½ Shares.

Aler Gajah 3/10 3/30

Ayer Kuning 1/10 1/60

Ayer Molak 2/5 2/60

Balgownie 4/6 4/80

Bkt. Jelintang 7/2 8/1

Bkt. Katil 8/5 9/5

Glonealy 2/5 2/40

Jeram 2/5 2/15

Jimah 1/10 1/30

Malaka Pinda 2/10 2/25

Mandai Takong 9/10 1/00

Pantai 1/30 2/00

Punggor 8/10 9/10

Tambalak 1/10 1/10

Ulu Pandan 8/2 9/2

Unit. Malacca 1/15 1/25

5½ Shares.

Kempas 7/30 8/00

Malakoff 4/70 4/85

New Sarendah 4/20 4/30

Sandycoast 4/30 5/05

S'gei Bagan 3/25 3/60

Trafalgar 1/30 1/51

5½ Shares.

Ayer Pansa 1/40 1/75

Oh'kat Serdang 2/10 2/60

Haytor 10/00 10/08

Kalemak 6/00 6/35 x d.

Kemas 7/0 7/30 x d.

Mangui 4/85 5/10

Mylas 4/31 4/50 x d.

Paj-m 17/80 18/50

Rudella 11/50 12/00

Velak Anson 11/25 11/75

5½ Shares.

Bokit Timah 12/00 15/00

Indragiri 12/50 21/00

Puleh Kelang 3/50 4/00

Tapah 19/00 21/00

5½ Shares.

THE ALEXANDRA CAFE

Just arrived, Fresh assorted

American Sweets & Fry's

Chocolates.

POST OFFICE.

IMPORT PROHIBITIONS.

The public are informed that the un-
dermentioned articles are prohibited
from importation into the United Kingdom
and are, either by letter post or by parcel
post.

Gold manufactured or unmanufactured,
including gold coin and articles consisting
partly of containing gold; All man-
ufactures of silver other than silver
watches and silver watch cases; Jew-
ellery of any description.

Letters and Parcels containing such
articles cannot therefore be accepted for
transmission by the Post Office.

Particulars of outgoing and incoming
Mails will not be advertised in future.
The Post Office will forward all corre-
spondence posted by the fastest routes.

Correspondence addressed to enemy
subjects in China, Siam, Siberia and
Portuguese East Africa, Persia and Mor-
occo cannot be transmitted.

The Services to Germany, Austria, Bul-
garia and the Ottoman Empire are
suspended.

LOCAL AND REGULAR MAILS OUTWARD.

Tai O.—Week days, 5 p.m.
Tai Po.—Week days, 10 a.m.; Sundays,
9.30 a.m.
Cheung Chow.—Week days, 5 p.m.
Shatukok, Shatin and Sheungshui—
Week days, 4 p.m.
Aberdeen, Antau, Ping Shan, Sai Kung,
Santien and Stanley.—Week days, 4.30 p.m.
Canton, Samahui and Wuchow.—Week
days, 7.30 a.m.; Registration 5 p.m.;
Macao.—Week days, 7.15 a.m.; 1.30 p.m.;
Sundays, 9 a.m.
Kongmoon.—Week days, 6 p.m. Except
Saturdays; Sundays, 5 p.m.
Namtau and Samnei.—Week days,
5 p.m.; Sundays, 5 p.m.
Shamshun.—Week days, 10 a.m.; 4 p.m.;
Sundays, 9 a.m.

FROM SHEUNGWAN WESTERN BRANCH P.O.

Macao.—Week days, 7.30 a.m.; 1.30 p.m.;
Sundays, 8.30 a.m.; Holidays, 7.30 a.m.;
1.30 p.m.
Canton.—Week days, 7.30 a.m.; 9.30 p.m.;
Sundays, 9.30 p.m.; Holidays, 9.30 p.m.;
9.30 p.m.
Tai Po.—Week days, 9.30 p.m.;
Sundays, 9.30 p.m.; Holidays, 9.30 p.m.;
9.30 p.m.
Shek K.—Week days, 9.30 p.m.; Sun-
days, 9.30 p.m.; Holidays, 9.30 p.m.;
9.30 p.m.
Kongmoon.—Week days, 6 p.m.; Sun-
days, 6 p.m.; Holidays, 6 p.m.
Kumebuk.—Week days, 6 p.m.; Sun-
days, 6 p.m.; Holidays, 6 p.m.
Kauk ng.—Week days, 6 p.m. Except
Saturdays; Sundays, 6 p.m.; Hol. days,
6 p.m.

SHIPPING NEWS.

ARRIVED.

Chingchow, Br., a.s. 1,195, Doyle, 15th
Feb.—Saigon, 6th Feb. Rice—S. T.
& Co.
Lis n. Br., a.s. 1,306, Pottinger, 15th
Feb.—Saigon, 6th Feb. Rice—J. M. & Co.
Yai M. Jap. a.s. 1,067, Nishimura, 15th
Feb.—Chingwan, 2d Feb. Coal—
K. M. A.
Fausang, Br., a.s. 1,410, Malkin, 15th Feb.—
Saigon, 6th Feb. Rice—J. M. & Co.
Feiching, Chl., a.s. 960, Ba nes, 15th Feb.—
Shanghai, 9th Feb. Gen.—C. M.
S. K. Co.
Kaif ng, Br., a.s. 937, Evans, 15th Feb.—
Hobow, 15th Feb. Gen.—B. & S.

PASSENGERS ARRIVED.

At Mut Miss Lee Chook-yui
Elean M. Mrs. Mallett Mrs. J.
Elean M. Mrs. Ng Fai-hem Mr. &
Fagg Miss F. M. Noh Young-sung
Feira S. L. Oliphant Mr. & Mrs.
Van.
Hasselman Miss M. Somerville S.
James Rev. B. Hoh Lui-choon
Ken Wing-poh Mr. The Shan-shi
& Mrs. Woo Sen-chong
Lore J. H. C. Walker Mrs. J.
Lai Kam Miss

WEATHER REPORT.

On the 13th at 11.55—No returns from
Japan. Pressure has increased slightly to
moderately in all other districts, except
in the extreme South, where it is nearly
stationary.

The anticyclone appears to be station-
ary over China. It has strengthened
slightly.

Fresh monsoon is indicated along the
east coast of China and over the north
part of the China Sea.

Hongkong Rainfall for the 24 hours
ending at 10 a.m. to-day, 0.0 inch.
Total since January 1st, 0.63 inches,
against an average of 2.13 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Rock.	N.E. winds, fresh; fine to cloudy.
2 Formosa Channel.	N.E. winds, strong.
3 South coast of China be- tween H.K. and Lamcocks.	The same as No. 1.
4 South coast of China be- tween H.K. and Hainan.	The same as No. 1.

China Coast Meteorological Register.
February 13, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Winds.	Weather.
Vicostock	6a	30.15	4	n	5b	
Namuro	5a					
Esabodate						
Tokio						
Kochi						
Nagasaki						
Kagima						
Oshima						
Naha						
Ishijima						
Bonin Is.						
Chaofo	6a	30.32	24	87	w	6b
Whakoo						
Hankow						
Ichang						
Kiukiang						
Changsha						
Shanghai		30.17	21		waw	1b
Guttsell		30.11	32	90	naw	4b
Sharp P.		30.77	48	81	n	2b
Amoy	9a	30.23	48	71	nw	1b
Swatow	6a	30.23	47	85	n	1c
Taihou	5a	30.34	46	83	e	2b
Taihou		30.26	37			0b
Tainan		30.24	46			no
Kashun		30.20	61			7c
P'ores		30.25	57			7b
Chungking	6a	30.27	53	82	e	2b
Gap Rock		30.25				no
Macao		30.24	54	80	nne	2c
Wuchow	9a					
Pakhoi						
Holhow						
Phuilen	7a	30.27	55	71	nne	2c
Tourane		30.13	63			nw
C. St. J.		29.91	72			ene
Appari	6	30.10	66	87	ene	6r
Dagupan		29.83	72	98		0c
Manila		29.91	75	88	nne	2c
Legaspi						
Facloaban						
Holho						
Suriga						
Lauan		29.83	73	91	n	2b

T. F. CLAXTON, Director.

Hongkong Observatory, Feb. 13, 1917.

1 Barometer, reduced to 32 degrees

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